

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

What is claimed is:

1-45. (Cancelled)

46. (Previously Presented) A tube configured to attach to an engine housing and to guide a fluid, the tube comprising:

a first component including an interior and a bend portion, the bend portion having a curved outer bend surface adjacent the interior and having a first inner bend surface adjacent the interior that has a substantially sharp corner; and

a second component positioned adjacent the sharp corner and including a curved surface that has a second inner bend surface, the second inner bend surface and the outer bend surface cooperating to guide all of the fluid flow through the bend portion.

47. (Previously Presented) The tube of claim 46, wherein the second component completely covers the sharp corner.

48. (Previously Presented) The tube of claim 46, wherein the tube has a flow path between an inlet and an outlet that is substantially circular in a cross-section taken normal to the flow path at the bend portion.

49. (Previously Presented) The tube of claim 46, wherein the second component is disposed completely within the first component.

50. (Previously Presented) The tube of claim 46, wherein the tube at least partially defines an intake passage for an internal combustion engine.

51. (Previously Presented) The tube of claim 46, wherein the first component and the second component are made from the same material.

52. (Previously Presented) The tube of claim 51, wherein the material includes thermosetting plastic.

53. (Previously Presented) The tube of claim 46, wherein the first component at least partially defines a flange.

54-55. (Cancelled)

56. (Previously Presented) The tube of claim 46, wherein the first component at least partially defines an outlet aperture and the second component defines the remainder of the outlet aperture, the outlet aperture being substantially circular.

57. (Previously Presented) The tube of claim 46, wherein the first component and the second component redirect the flow at the bend portion through an angle of about 90 degrees.

58. (Previously Presented) A tube configured to attach to an engine housing and to guide a fluid along a tube interior, the tube including a bend portion that has a curved outer bend surface adjacent the interior and a curved inner bend surface adjacent the interior, the tube comprising:

a first component that defines the outer bend surface and a sharp corner opposite the outer bend surface and adjacent the interior; and

a second component positioned adjacent the sharp corner and including a curved surface that at least partially defines the curved inner bend surface.

59. (Previously Presented) The tube of claim 58, wherein the second component completely covers the sharp corner.

60. (Previously Presented) The tube of claim 58, wherein the tube has a flow path between an inlet and an outlet that is substantially circular in a cross-section taken normal to the flow path at the bend portion.

61. (Previously Presented) The tube of claim 58, wherein the second component is disposed completely within the first component.

62. (Previously Presented) The tube of claim 58, wherein the tube at least partially defines an intake passage for an internal combustion engine.

63. (Previously Presented) The tube of claim 58, wherein the first component and the second component are made from the same material.

64. (Previously Presented) The tube of claim 63, wherein the material includes thermosetting plastic.

65. (Previously Presented) The tube of claim 58, wherein the first component at least partially defines a flange.

66-67. (Cancelled)

68 (Previously Presented) The tube of claim 58, wherein the first component at least partially defines an outlet aperture and the second component defines the remainder of the outlet aperture, the outlet aperture being substantially circular.

69 (Previously Presented) The tube of claim 58, wherein the first component and the second component redirect the flow at the bend portion through an angle of about 90 degrees.